

Brief to Industry
Questions and Answers
22 November 2002

- Q1 . Will the (CG Conversion) program consider economies of scale in its procurement of systems?
- A1. Yes, all means to reduce cost and improve value are being considered.
- Q2 . Will CG Conversion be using the AEGIS Test Team (ATT) or some organization similar to the ATT?
- A2. We are looking at various strategies to accomplish integration and testing during Cruiser Conversion Availabilities.
- Q3 . What is meant by the "All Electric Upgrade"?
- A3. It's a SHIPALT that removes the Waste Heat Boilers and associated piping; it also replaces equipment that used the waste heat boilers with electrically powered systems, e.g., distillers removed and replaced with reverse osmosis water makers, laundry and galley equipment changed out to use electricity instead of waste heat, etc.
- Q4 . Who is the BMC4I contact at SPAWAR?
- A4. The SPAWAR point of contact is CDR G. Galsgaard. The PEO IWS point of contact is CDR J Iacovetta.
- Q5 . Are there plans to overhaul equipment not upgraded during CG Conversion?
- A5. This work is not part of the current Cruiser Conversion modernization package; however, there is some scope for maintenance work. The TYCOM will help to develop the maintenance package. The package consistency is unknown at this point.
- Q6 . Are the 26 weeks of installation testing part of the availability period?
- A6. Yes. The testing phase is incorporated into the 52-58 week execution schedule. As a result, we expect some overlap between the later phases of production and the early phases of testing.

- Q7. Are the Baseline 1 ships scheduled to get VLS? Will they be sole-sourced?
- A7. Planned scope for Baseline 1 ships includes VLS. The acquisition strategy is not known at this time.
- Q8. Is there a plan to replace STIC II (IVCS)?
- A8. This is not known at this time. However, there is a wireless system in SmartShip that will be installed as part of Cruiser Conversion.
- Q9. What effect will the conversion have on the power distribution, machinery control, and sub-systems?
- A9. The Planning Yard has conducted a study on the distribution systems and the results indicate that there is sufficient power to support newly installed systems.
- Q10. Of the eleven ships in the FYDP, how many will be East Coast and how many will be West Coast?
- A10. This is unknown at this time. The overall determining factor in deciding the order and year of specific hulls will be the Fleet's operating schedule.
- Q11. Will the entire 52-58 week availability period need to be spent in the shipyard?
- A11. We recognize the benefit of getting the ship out of the yard as soon as possible. We have looked at various concepts, including split availabilities. The Planning Yard and PHD are still working on recommendations for the best approach.
- Q12. Will the use of SCN funding preclude the use of AITs?
- A12. We are not aware of any restrictions regarding SCN and the use of AITs.
- Q13. Do you plan to provide complete engineering packages in the solicitation?
- A13. The content of the engineering package in the solicitation is part of our program strategy that is still being developed.
- Q14. Which Planning Yard is doing the drawings?

A14. Northrop Grumman Full Service Operations is the AEGIS Cruiser Planning Yard and will provide the drawings.

Q15. Are any of the masker air or bleed air valves for the LM2500 being refurbished or replaced?

A15. They are not currently in the Cruiser Conversion modernization package.

Q16. Do you plan on using the existing SCN "Triple A" organizations in the equipment acquisition process?

A16. We are working with AAAs and PARMs.

Q17. Is there any priority for the five mission areas listed in the brief?

A17. No.

Q18. Are the warfighting upgrades listed in the brief common to all four baselines?

A18. Yes, unless otherwise specified as Baseline unique in the brief.